



**SOUTH  
KESTEVEN  
DISTRICT  
COUNCIL**

## Planning Committee

8 January 2020



### S19/0277

Proposal:	Erection of 270,000 Bird Poultry Unit comprising of an Agricultural Workers Dwelling and Associated Infrastructure including following; 6 Poultry Shed, 9 Feed Bins, 6 Air Heat Exchangers, 3 Ground Source Heat Pumps, 8 Gas Tanks, 1 Bio-Mass Building, Provision of an Earth Bund, 1 Water Tank, 1 Pump House, 1 GP Block, 1 Generator, 1 Storage Barn and associated infrastructure provision and improvements to access to site from High Dike.
Location:	Land At High Dike High Dike Great Ponton NG33 5BG
Applicant:	Mr Stewart Adams
Agent:	ADAS UK LTD 4205 Park Approach Thorpe Park Leeds
Application Type:	Full Planning Permission with EIA
Reason for Referral to Committee:	This application has been called to committee due to it being a major application and as a matter of public interest.
Key Issues:	<ul style="list-style-type: none"> <li>Principle of the use</li> <li>Impact on the landscape and character of the area</li> <li>Impact on residential amenity</li> <li>Impacts on nearby woodland</li> <li>Flood risk and drainage</li> <li>Impact upon biodiversity</li> <li>Archaeology</li> </ul>
Technical Documents:	<ul style="list-style-type: none"> <li>Environmental Statement, Figures and Appendices</li> <li>Environmental Statement Non-Technical Summary</li> <li>Planning Design and Access Statement</li> <li>Traffic Management Plan</li> </ul>

#### Report Author

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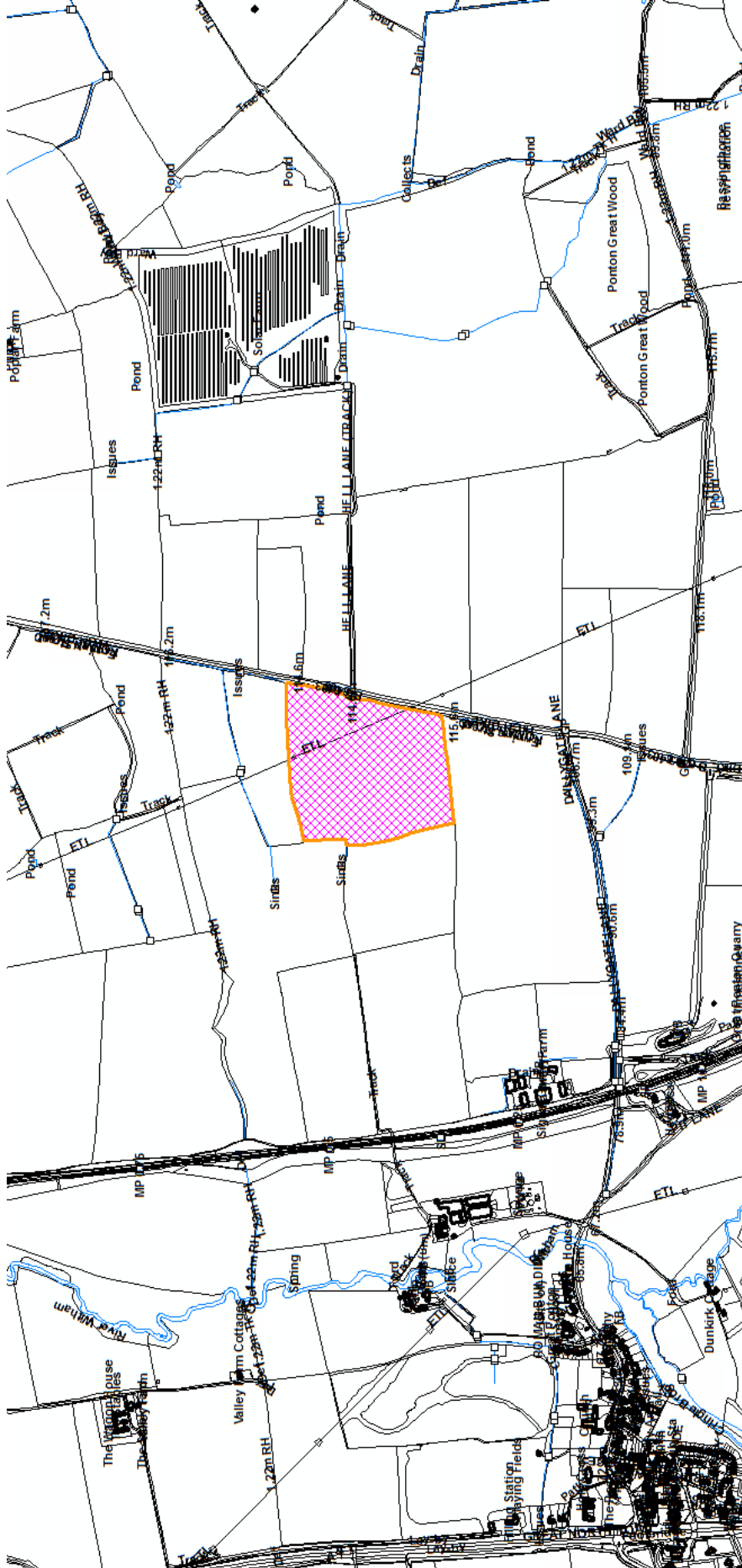


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<b>Corporate Priority:</b>	<b>Decision type:</b>	<b>Wards:</b>
<b>Growth</b>	<b>Regulatory</b>	<b>Isaac Newton</b>
<b>Reviewed by:</b>	Sylvia Bland, Head of Development Management	16 December 2019
<b>Recommendation (s) to the decision maker (s)</b>		

That the application is approved conditionally

# S19/0277 – Land At High Dike, Great Ponton, NG33 5BG



Key



Application  
Boundary



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## **1 Description of Site**

- 1.1 The application site consists of an agricultural field and part of a wider field network. The site measures approximately 1.9 hectares. The boundary of the site consists of four hedgerows, located on all sides of the proposed site. Beyond are existing arable fields that at the time of the site visit were still actively being farmed.
- 1.2 The site is bounded to the east by the B6403 High Dike which provides access to the wider highway network including the A52 which is approximately 3km to the north of the site and the A1 which is accessed in a range of different locations and provides a link to other parts of the country.
- 1.3 In planning policy terms, the site is located in the open countryside with surrounding expanses of mixed agricultural land. Great Ponton is the closest settlement to the application site, located approximately 1.5km to the south west.
- 1.4 There are two SSSIs within 5km of the site. These are Kirton Wood and Woodnook Valley SSSIs. Kirton Wood is an ancient woodland. Three ancient woodlands (AW) are located within 2 km of the site:
- Kirton Wood (SSSI)
  - Ponton Park Wood (ancient woodland and local wildlife site)
  - Ponton Great Wood (ancient woodland and local wildlife site)
  - Boothby Great Wood (ancient woodland and local wildlife site)
- 1.5 In addition, there are a number of Local Wildlife Sites and Local Sites of Nature Conservation Interest within 2km of the site.

## **2 Description of Proposal**

- 2.1 The proposed development is for the erection of 270,000 bird poultry unit including an agricultural workers dwelling and other associated infrastructure. The proposals comprise:
- Six poultry buildings (45,000 birds per building), with roof mounted solar PV panels, each measuring 21.81 m x 91.95 m, 5.342 m to the ridge and 2.5 m to the eaves
  - Nine feed bins, each measuring 9.221 m in height with a diameter of 3.352 m, mounted on a 4 m x 4 m concrete foundation block
  - Six air heat exchangers, each measuring 12.192 m x 2.438 m and 2.6 m in height
  - Three ground source heat pumps, each measuring 12.192 m x 2.438 m and 2.6 m in height
  - Eight gas tanks
  - A biomass building (only used for storage), measuring 36.576 m x 6.452 m, 6.868 m to the ridge and 6 m to the eaves
  - The provision of a 2 m high soil bund to the northern, southern and western elevation of the poultry buildings (using soil from the application site)

- A water tank, measuring 3 m in height, 5.5 m in diameter, mounted on a concrete base measuring 6 m by 6 m
- A pump house, measuring 4 m x 4 m, 2.641 m in height
- A GP block, measuring 14 m x 6 m, 3.967 m to ridge and 2.708m to the eaves, which will comprise of an office, rest room, storage and plant room and a switch room
- A generator, 2 m in height, mounted on a concrete block measuring 4 m x 8 m
- A storage barn, measuring 18.29 m x 12.19 m, 5.24 m to the ridge and 3.6 m to the eaves
- An agricultural farm worker's bungalow, measuring 8.4275 m x 12.59 m, 5.2 m to the ridge and 2.25 m to the eaves, with three bedrooms and one detached garage.

2.2 The proposed buildings will be laid out set back from the adjacent highway as shown in the site layout plan. The agricultural workers dwelling will be set back from the development but close enough to undertake any necessary 24/hr care. Other than facilitating the access and visibility splays the existing hedgerows and trees will be retained. Further to the built form a tree belt is proposed on the western boundary.

2.3 Vehicular access is proposed immediately off the eastern boundary adjacent to the B6403 High Dike and is shown on the submitted site plan (CG-SP rev A). Visibility splays of 2.4 x 215 m are provided at the access point which is wide enough to double as a passing bay for all size vehicles. The access track and surrounding hardstanding around the development will be concrete. A soil bund is proposed to wrap around the buildings to the west, north and south.

2.4 It is proposed that the poultry unit will run to a 37-day growing cycle with approximately 30% of the birds thinned out at day 33 and the remaining removed at day 37. There would be a period of approximately seven days at the end of each cycle for cleanout, inspection and preparation for the next batch of incoming flock.

2.5 During construction it is summarised that that a total of 445 HGVs associated with the construction phase would travel to the site over the 30-week construction period. This would equate to around 15 HGVs per week or 3 HGVs a day each way. Additionally, light commercial vehicles and vans would also travel to the site for other small deliveries on an average of three daily journeys (each way).

2.6 During operation the anticipated additional vehicle movements are listed as follows:

- eight flock cycles per annum with each flock cycle would generate 71 HGV trips associated with the chick and feed delivery;
- bird collection and manure removal which would equate to 568 HGV movements per annum;
- the development would require 16 car/van vehicle trips associated with the carcass collection, vets/Defra/audits and temporary cleaning staff, totalling 128 car/van trips per annum;
- for each flock cycle, it is assumed that the site would receive two HGVs associated with chick deliveries whereas 36 HGVs would be required for the feed deliveries, which would take place once a week for a period of four weeks;

- with regards to the bird collection, it is expected that 27 HGVs are required per flock cycle with 30% of the birds being collected at day 33 of each cycle and the remaining 70% removed at day 37;
- the manure removal would comprise six HGVs per cycle which would take place over two days.
- five box vans would collect the carcass once a week; and
- 10 cars for temporary contract cleaning staff would be required for one day while another vehicle would be associated with vets/Defra/audits required per flock.

2.7 The submitted Traffic Management Plan (TMP) explains that construction and operational traffic associated with collection and delivery of birds and feed will use the main strategic roads close to the site. The general traffic assignment principles for operational traffic are that the traffic will travel from Anwick, Sleaford via the B403 (High Dike) and the A153. Once the Grantham relief road is constructed some vehicles may then also travel to and from the Ashbourne site via the A1.

2.8 This type of operation generates a large volume of waste products. The proposals set out in detail how these would be disposed of:

- Spent litter from the poultry buildings would be cleared out following depopulation and removed for transport to Thetford Power Station, a poultry litter fuelled power station.
- The washing down water from the cleaning of the poultry buildings would be drained into a sealed underground dirty water containment system, and emptied by a vacuum tanker.
- Poultry carcasses would be removed from the poultry buildings each day and the numbers recorded. The carcasses are then to be stored in sealed containers before being collected by a licensed contractor under the national fallen stock scheme, all fallen stock removal will adhere to best practice which is a specific requirement of the Environmental Permit.
- Cleaning and disinfection products would be the main source of plastic wastes. Contract arrangements would be put in place with specialist companies to ensure the proper off-site disposal of such wastes.
- Other waste material would include spent consumables, which would be disposed of in accordance with the standard requirements.

2.9 Due to the size, type and location of the development the application, an Environmental Statement has been submitted with the application which assesses the significant environmental impacts of the proposals and identifies mitigation measures where necessary.

### **3 Relevant History**

3.1 A request for a scoping opinion was submitted to the Council in August 2018 and the Environment Agency in November 2018. The scoping exercise involved a review of available documentation related to the form and status of the existing environment; preliminary desk-based and site-based appraisals; pre-application consultation held with the Council in November 2018 (S18/1615) and consideration of the potential environmental implications of comparable schemes.

3.2 Scoping concluded that the following aspects were relevant for investigation in the EIA owing to the potential for significant environmental effects to arise:

- landscape
- biodiversity and ecology
- ammonia
- odour
- water resources and flood risk
- traffic and transportation.

## **4 Policy Considerations**

### **4.1 National Planning Policy Framework (NPPF)**

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 6 - Building a strong, competitive economy

Section 12 - Achieving well-designed places

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

### **4.2 South Kesteven District Council Core Strategy**

Policy SP1 - Spatial Strategy

Policy E1 - Employment Development

Policy SP3 - Sustainable Integrated Transport

Policy EN2 - Reduce the Risk of Flooding

### **4.3 Site Allocation and Policies Development Plan Document**

Policy SAP4 - Business development in countryside

### **4.4 Lincolnshire Minerals and Waste Local Plan**

Policy M11 - Safeguarding of Mineral Resources

## **5 Representations Received**

### **5.1 Environment Agency**

#### **5.1.1 1st response**

We have considered the application, as submitted, and have the following comments to make on it. Paragraph 9.6.59 of the Environment Statement states "the foul drainage proposals for the site, i.e. diverting foul discharge from the bungalow to a cesspit, prior to removal off site". We consider that the bungalow foul water going to a cesspit is the least sustainable option for treating the wastewater and would not be considered the best available technique in reference to pollution prevention control. There is also insufficient information on treatment and disposal of sink and toilet waste from the GP block.

- 5.1.2 Accordingly, the proposed development will only be acceptable if the following planning condition is imposed on any planning permission granted.
- 5.1.3 The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.
- 5.1.4 2nd response  
Amended Transport Plans do not fall within The Environment Agency's remit. Refer to previous correspondence of 17 June 2019.
- 5.2 **Environmental Protection Services (SKDC)**
- 5.2.1 Environmental Protection have visited the site. The ADAS report offers mitigation measures which will protect the amenity of the area from noise, flies, odour. Recommend the mitigation measures are applied and that they implement a continuous monitoring programme to show these have been applied.
- 5.3 **Natural England**
- 5.3.1 1<sup>st</sup> response  
The submitted EIA has concluded that there will be no significant effects on designated conservation sites.
- 5.3.2 The proposed development will contribute 81.32% of the critical load for nitrogen at receptor point 13 in Ponton Park Wood Ancient Woodland and Local Wildlife Site.
- 5.3.3 Woodlands are complex ecosystems, comprising various compartments with different sensitivities to nitrogen. Nitrogen deposition can affect woodlands through eutrophication and acidification and these changes are likely to predispose woodlands to other threats. Increased nitrogen deposition can compromise biodiversity or conservation value through changes in cover, food type, quantity and quality, changes in overall environments for predators, timing of food source availability via effects on phenology.
- 5.3.4 The government's standing advice on ancient woodland states that when making a planning decision you should consider reducing the level of impact of the proposed development on ancient woodland, ancient and veteran trees.
- 5.3.5 2<sup>nd</sup> response  
Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection. Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.
- 5.4 **Parish Council**
- 5.4.1 The Councillors have taken into account the representation to the Council and listened to people's comments both at the meeting and around the village and have the following concerns:
- Environmental

The possible smells which could come from the clearing of the building when the birds are changed if the wind is in our direction. The noise that the units could produce. The effect on the River Witham which has endangered crayfish in the village section from the storm water being piped into the river.

- Road concerns

There will be extra traffic along the "High Dyke" which the unit would be entered and exited from. The road is very uneven with many rises and falls particularly near the proposed entry which could possibly cause accidents as lorries etc. slow to turn into the site. There were also concerns about the width of the road, as the lorries would be large and could hit other oncoming vehicles. There are also concerns with the possible lorries coming through the village to the site as their "sat nav's" could direct them that way from the A1 as food etc was being delivered. It is used as an alternative route when the A1 has accidents or blockages and even when the "High Dyke" is closed.

The Council does recognise that British produced food is preferred where possible together with the traceability of food and that the unit would provide the local area with a few jobs.

## 5.5 LCC Highways & SuDS Support

### 5.5.1 1st response

No objections subject to conditions on construction management plan and surface water drainage scheme.

### 5.5.2 2nd response

Dallygate Lane, Great Ponton has a 7.5tn weight limit at the bridge. There are advance warning signs for this at the junction therefore do not anticipate the use of this road.

The application would result in an increase, during the peak 8 week period, of 19 deliveries per day. This would result in approximately 2 additional movements on the highway network per hour. As the High Dike and A52 are existing HGV routes we would not deem this increase as significant. As the Environmental Statement confirms, once Grantham Southern Relief Road is complete this will provide the most direct access to the A1.

## 5.6 LCC Waste and Minerals

### 5.6.1 1<sup>st</sup> response

The proposed development has been identified as being located within a Minerals Safeguarding Area and is subject to Policy M11 (Safeguarding of Mineral Resources) of the Lincolnshire Minerals and Waste Local Plan (Core Strategy and Development Management Policies) adopted June 2016.

5.6.2 Within a minerals safeguarding area, except for the exemptions set out in Policy M11, applications for non-minerals development should be accompanied by a Minerals Assessment. The proposals should therefore be accompanied by a Minerals Assessment, and the County Council (as Mineral Planning Authority) should be consulted accordingly.

5.6.3 Where mineral resources would be sterilised by a proposal, Policy M11 sets out the tests that need to be met in order to enable planning permission to be granted. We would encourage applicants to read the Policy and its supporting text.

5.6.4 2<sup>nd</sup> response

It is considered that having regard to the scale, nature and location of the proposed development, the applicant has demonstrated that in accordance with Policy M11 of the Minerals and Waste Local Plan: Core Strategy and Development Management Policies (2016), the development would not sterilise mineral resources within the Mineral Safeguarding Area or prevent future minerals extraction on neighbouring land. Accordingly, the County Council has no safeguarding objections.

5.7 **Woodland Trust**

5.7.1 Raise an objection on the basis of damage and deterioration to a number of ancient woodlands designated on Natural England's Ancient Woodland Inventory. The Woodland Trust requires the applicant to demonstrate through atmospheric modelling of dispersal and deposition that any resulting increase to the levels of ammonia and nitrogen deposition will be insignificant (<1% of the critical level or load) at all ancient woodland sites. The Trust consider that the proposed development would not comply with paragraph 175 of the NPPF.

5.8 **Heritage Lincolnshire**

5.8.1 A Scheme of Archaeological Work, in the form of an archaeological evaluation to determine the presence, character and date of any archaeological deposits present at the site is recommended as the site has potential for archaeological remains.

5.9 **Wildlife Trust**

5.9.1 1<sup>st</sup> response

With regard to assessed ecological impact and proposed mitigation, we note and support retention of existing boundary hedgerows and their enhancement with additional, appropriate native species together with an establishment of continuous tall ruderal field margins. We are also supportive of the proposed renewable energy generation on site as described. We acknowledge and support measures proposed to be incorporated into the Construction Environmental Management Plan.

5.9.2 However, we wish to state our concerns regarding ammonia emissions predicted by the process contribution screening model for the proposed development. We understand that the Lincolnshire Wildlife Trust is not in a position to challenge the appropriateness of any critical thresholds for airborne ammonia, nitrogen deposition or acid deposition with regard to various habitats as set and enforced by the Environment Agency. We do however make the following case based on the RSK ADAS report and Environment Agency guidelines.

5.9.3 Although the modelled process contributions from the proposed development alone do not exceed EA thresholds for any identified receptor site – we would make the argument that the development would constitute an unacceptable contribution towards existing unacceptable levels of air pollution already in excess of critical N load rates. We base this argument on the modelled process contribution in combination with the background rate. We therefore object to the proposed development on these grounds.

5.9.4 If permission were to be given for this development, we would very much hope that, in addition to the existing heating, ventilation and waste management measures proposed, maximum effort would be undertaken by condition to establish the most effective tree shelterbelt.

5.9.5 2<sup>nd</sup> response

Thank you for forwarding the updated Ammonia Statement. We acknowledge and are grateful for the additional work that has been done to undertake a detailed modelling run for all sites in addition to Woodnook Valley SSSI and to apply the 35% process contribution reduction to the N deposition critical load as a result of the mitigating influence of proposed heat exchangers. We maintain our argument based on background rates as stated in our letter dated 4th December but in light of the updated Ammonia Statement we would revise our wording as follows.

5.9.6 The receptor locations of most concern would be situated in the southern half of Ponton Park Wood (AW/LWS) and the western edge of Boothby Great Wood (AW/LWS) where the process contribution to the maximum annual mean N deposition has been shown by detailed modelling (factoring in proposed mitigation) to be >40% and nearly 9% of the critical load respectively. In both cases (as well as in 6 other receptor sites identified) these sites are already in receipt of a background N deposition rate in excess of the nutrient nitrogen critical load based on data from apis.ac.uk. In light of the significant modelled effect of proposed mitigation given by the updated Ammonia Statement we would revise our position to that of a holding objection.

5.9.7 If permission were to be given for this development, we would insist that, in addition to the existing heating, ventilation and waste management measures proposed, maximum effort would be undertaken pursuant to conditions to establish the most effective tree shelterbelt. We would highlight the apparent opportunity to relocate the ammonia sources in a more central/south-west location within the site so as to enable a tree belt to encircle them as completely as possible with most tree planting being down wind of the prevailing wind direction, i.e. to the north-east. CEH guidance advocates an open main canopy immediately around the ammonia sources which could be a native deciduous mix and dense evergreen backstop (outer wall) comprising appropriate coniferous trees. To mitigate visual impact, planting of fast growing, native deciduous trees such as poplar or aspen could be undertaken at the periphery. We would consider a shelterbelt especially important during hot weather when it is thought that gable end wall fans would have to be employed. We would welcome the opportunity to see a revision to the Site Location plan that would incorporate detailed illustration of the above.

5.9.8 3<sup>rd</sup> response

There is indeed mention of a tree belt in the ES and it does appear to be proposed primarily as mitigation for visual impact. The basis for the holding objection LWT has made (and sustains) is that we believe more detail could and should be provided in the form of an illustrative landscape plan to assure you that all reasonable effort will be undertaken to achieve ammonia mitigation in the siting of the sheds and the design and planting of a shelterbelt. I note that the siting of the proposed sheds is based on elevation i.e. that they would occupy the lowest point on the site thereby minimising visual impact on surrounding visual receptors. The siting of tree planting also appears to be on the western side of the site in order to “5.6.39. ...block and filter views of the proposed poultry buildings at year 15.” LWT is far more concerned about the blocking and filtering of ammonia than views

given the proximity of sensitive, designated ammonia receptor sites, especially those to the north and west. LWT believes that if guidance from the CEH (link below in an excerpt from our comment on 4th December) is followed as closely as possible, the effects of ammonia discharge could be mitigated further – especially on warmer summer days. We conclude that proposed ammonia mitigation, although significant and very much appreciated, is currently not as much as could be reasonably undertaken and could be enhanced with appropriate shelterbelt planting and potentially a re-siting of the shed locations to maximise the beneficial effects of the shelterbelt.

## **6 Representations as a Result of Publicity**

6.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and 148 letters of representation have been received as a result of the first round of neighbour notification. This consisted of 144 objections and 1 letter of support and the others being 'neutral'. The points raised can be summarised as follows:

1. Odour from the site and air quality - both from chickens and any waste produced
2. Water contamination
3. Dust impact
4. Concerns over impacts on asthma
5. Animal welfare generally
6. Increase in flies
7. Traffic through the village of Great Ponton
8. Road safety on 'High Dike', High Dike and A52 would bear the brunt of increased traffic. Both roads undulate and have blind spots, with fast moving traffic. Additional vehicles from the site would increase the risk to existing motorists. Experience suggests that Dallygate Lane and Dallygate, passing through Great Ponton, are likely to be used as a short cut between High Dike and A1. This road is unsuited to heavy traffic and lorries.

6.2 Following an informal presentation to Parish Councillors, local residents and the Planning Committee; a revised Transport Chapter was received along with a standalone Traffic Management Plan. This formed part of a second consultation in accordance with the Council's Statement of Community Involvement and at the time of finalising this report, 7 letters of representation have been received. This consisted of 6 objections and 1 letter of support. The bulk of these representations were from those who have commented before. The points raised can be summarised as follows:

1. Height of railway bridge in Ancaster being too low
2. Concerns over smaller vehicles driving through Great Ponton
3. Concerns over construction traffic using any route
4. Concerns over surface run off pollution
5. Smell impacts
6. Noise impacts
7. Good location for a chicken farm as is a farming area
8. Will bring jobs and prosperity

## **7 Evaluation**

### **7.1 Principle of the Use**

- 7.1.1 Paragraph 2 of the National Planning Policy Framework (NPPF) states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 7.1.2 Policy SP1 of the Core Strategy (CS) states that the majority of all new development should be focused upon Grantham and that new development which helps to maintain and support the role of the three market towns of Stamford, Bourne and the Deepings, will also be allowed. In other villages and the countryside development will be restricted.
- 7.1.3 The site is a greenfield undeveloped site, located in the open countryside, having historically been used as arable farming land. Policy SP1 of the CS states that development in the countryside will be restricted and only considered acceptable if they are sites for, amongst other uses, agriculture, forestry or equine development. As the proposals are for agricultural use, they are acceptable under policy SP1 subject to consideration of compliance with other development plan policies including Core Strategy policy EN1.
- 7.1.4 In regard to the principle of the proposed agricultural workers dwelling, Policy H1 of the CS restricts new housing in rural areas to affordable housing local need housing, agricultural/forestry workers' accommodation and conversions. The applicant has provided acceptable justification that it is essential for onsite agricultural workers' accommodation to be located in close proximity of the site to ensure welfare of the birds. The principle of the dwelling is considered acceptable in compliance with policy H1.
- 7.1.5 The submission draft Local Plan carries limited weight at the time of this application but paragraph 48 of the NPPF which allows weight to be given to certain policies that are at an advance stage and have received no significant objections.
- 7.1.6 Policy SP5 of the submission draft Local Plan (Development in the Open Countryside) follows similar criteria to that set out in policy SP1 of the CS, stating that development in the open countryside will be limited to that which has an essential need to be located outside of the existing built form of a settlement. The policy then lists the types of appropriate development in these locations which, amongst others, includes agriculture, forestry or equine development.
- 7.1.7 Paragraph 80 of the NPPF states that significant weight should be placed on the need to support economic growth and productivity. Paragraph 83 states that planning policies and decisions should enable the development of agricultural and other land based rural businesses. Policy E6 of the emerging Local Plan (Rural Economy) echoes paragraph 83 of the NPPF with further criteria to ensure that proposals respect the character and

appearance of the local landscape and do not negatively impact on existing neighbouring uses through noise, traffic, light and pollution impacts.

7.1.8 In principle, the site is considered to be acceptable for a poultry farm with associated infrastructure, subject to an assessment against other material planning considerations based on the criteria listed in policy EN1 of the CS, SAP4 of the SAP DPD and the NPPF which are discussed in turn as follows.

## 7.2 **Business Development in the Countryside**

7.2.1 The use of this site for a business proposal will be considered in light of Policy SAP4 of the Site Allocation and Policies DPD (SAP DPD) requires any proposal to demonstrate that the development is necessary to meet the needs of the business and that it is an essential requirement for the use to be located in a rural location. It also needs to fully justify by the business proposal. Policy SAP4 also includes six criteria which proposals for business uses in the countryside should meet. As the proposed development is for an agricultural use, it is acceptable in principle in relation to policy SAP4 subject to meeting the various criteria of that policy.

7.2.2 The proposed development will lead to diversification in the rural economy by, as stated by the applicant: “increasing job creation and capital flow and resilience in supply of poultry meat for the national market.” Considering the scale, design and construction of the new poultry units, the applicant states it is largely dictated by the functional requirements of the poultry industry and welfare standards.

7.2.3 With regards its location, by default it is located in an isolated rural location primarily due to the size of the development but also due to the nature of the activities on the site which require a buffer from residential properties and settlements.

7.2.4 The remaining parts of this report address the different criteria set out in policy SAP4 such as ensuring the use / development respects the character and appearance of the local landscape, will not negatively impact on existing neighbouring uses through noise, traffic, light and pollution impacts, avoids harm to areas, features or species which are protected because they are important for wildlife, biodiversity, natural, cultural or historic assets, including their wider settings.

7.2.5 For the purposes of this section the proposed development is acceptable form of development under SAP4 of the SAP DPD.

## 7.3 **Impact on the Landscape and Character of the Area**

7.3.1 Policy EN1 of the adopted CS states that development proposals will be assessed in relation to (amongst other criteria) local distinctiveness and sense of place, the quality and character of the built fabric and their settings. This is echoed in policy SAP4 of the SAP DPD. Policy EN1 of the submission draft Local Plan can now be given limited weight and is largely consistent with CS policy EN1. Part 12 of the NPPF (Achieving well-designed places) states that good design is a key aspect of sustainable development and new development should be visually attractive as a result of good architecture and appropriate landscaping.

- 7.3.2 Chapter 5 of the ES covers the potential impacts of the development on the landscape and character of the area. The photomontages are shown in appendix 5.4 of the ES and cover 8 viewpoints up to 2.8km away.
- 7.3.3 At the national level, the site and the whole of the study area is located within the 75 Kesteven Uplands National Character Area (NCA) with references to visual and geological form. South Kesteven Landscape Character Assessment differentiates a number of character areas within the District. The application site itself falls within Kesteven Uplands Landscape Character Area (LCA) with references to medium scale agricultural landscape and undulating landform.
- 7.3.4 The proposed development is described as introducing built form into the study area which would affect local landscape and visual receptors. The levels of effect have factored in the proposed mitigation measures which are considered as embedded within the proposed development. Mitigation measures have included retaining most boundary vegetation, additional tree and shrub planting belts and hedgerows.
- 7.3.5 The overall conclusion of the ES surmises no significant cumulative effects from the proposed development, explaining that there may be some sequential views along High Dike and to a lesser degree, travellers along the A1 and East Coast Main Line, and some views from the western side of the River Witham Valley, the addition of the poultry unit would not significantly increase the sense of built form in these views. No significant cumulative effects are therefore predicted.
- 7.3.6 Following these conclusions, a number of mitigation measures are recommended. These include:
- the retention of the western, northern, eastern and southern boundary hedgerows to minimise visual impacts on the identified sensitive visual receptors;
  - the creation of a structural planting belt along the western boundary and at the top of the cutting zone and hedgerow along the southern boundary to screen the poultry unit;
  - planting of hedgerows along the western and eastern curtilages of the bungalow to help filter views of the property;
  - use of olive green colour cladding on the poultry buildings which best associates the buildings with its rural setting;
  - planting stock used in the landscape proposals should be native and, wherever feasible, locally sourced. Proposed trees would be sized appropriate to their location;
  - tree, shrub and hedgerow species to be used in the landscape design should include the following species, reflecting locally distinctive vegetation in the landscape.
- 7.3.7 Conditions will be used to ensure that this mitigation is brought forward including that of a landscaping condition.
- 7.3.8 The site slopes from the adjacent highway and land levels conditions have therefore been recommended to ensure that this is used to help further assimilate the development into the landscape.

7.3.9 Taking the above into account it is considered that, subject to mitigation controlled through planning conditions, the proposal would not lead to a significant adverse impact on the character of the area and would therefore be in accordance with relevant provisions of CS Policy EN1, emerging policy EN1 and Section 12 of the NPPF.

#### **7.4 Impact on the Residential Amenity**

7.4.1 Policy EN1 of the adopted CS states that development proposals will be assessed in relation to (amongst other criteria) the layout and scale of buildings and designed spaces. Policy DE1 (Promoting Good Quality Design) of the submission draft Local Plan does require that development should not cause adverse amenity impact from noise, light pollution, loss of light or loss of privacy, and that sufficient private amenity space should be provided. The submission draft Local Plan has recently been through the process of examination and the inspector has not requested any modification to the relevant part of this policy. Therefore, in accordance with NPPF paragraph 48 limited weight can now be given to this policy as a material consideration.

7.4.2 Paragraph 127 of the NPPF states that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.4.3 The application site is located approximately 1.5 km to the north-east from the centre of Great Ponton, the closest settlement to the site where the bulk of nearest properties are located. The site is surrounded by farmland and there are no off-site residential properties within 500 m of the site. The closest off-site residential property is the farmhouse at the Railway Farm, located approximately 615m to the south-west. The proposed development also however includes an on-site rural workers dwelling which is ancillary to the running of the poultry farm. The ES concludes that a moderate adverse effect is predicted at the proposed agricultural worker's dwelling due to a predicted odour concentration of over 5 ouE/m<sup>3</sup>. However, negligible effects are predicted at all receptors not connected with the proposed planning application. The ES chapter concludes that the proposed poultry unit would not result in any significant loss of local residential amenity.

7.4.4 The Council's Environmental Protection officer does not object to the application subject to appropriate conditions to prevent and monitor any impacts from noise, flies and odour.

7.4.5 As all waste is to be removed from the site immediately on the cleaning cycle it is not considered necessary to impose any conditions on manure management. Whilst there will be traffic movements associated with this waste removal this is balanced against the potential residential amenity impacts of retaining waste on site.

7.4.6 The proposal is therefore considered to be in accordance with relevant provisions of CS Policy EN1, emerging plan policy DE1 and Paragraph 127 of the NPPF.

#### **7.5 Impacts on Nearby Ancient Woodland**

7.5.1 The Core Strategy explains how South Kesteven is predominantly rural, with large areas of open farmland, and is well wooded with 2194 ha of ancient woodland. There are four ancient woodlands near to the site that are designated nature conservation sites.

7.5.2 Paragraph 175 of the NPPF states:

*"When determining planning applications, local planning authorities should apply the following principles:*

- c) *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists;"*

Footnote 58, defines 'exceptional reasons' as follows: "For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat."

7.5.3 The ES assesses at the potential impact of the development on the four closest ancient woodland sites. The EA provides guidance on how to assess the impact of ammonia on nature conservation sites as part of its guidance on environmental permits for large scale livestock units ('Intensive farming risk assessment for your environmental permit', 2018). For SSSIs, it has adopted a lower threshold of 4% and an upper threshold of 20%. For ancient woodlands it has adopted a 100% process contribution threshold to the critical level or load of ancient woodland habitats. This is summarised in the table below:

**Table 1: Environment Agency Ammonia Screening Thresholds**

Nature Conservation Site Designation	Distance from Site (km)	Lower Threshold (%)	Upper Threshold (%)
Special protection areas (SPAs), special areas of conservation (SACs), Ramsar sites	5	4	20
Sites of special scientific interest (SSSIs)	5	20	50
National nature reserves (NNRs), local nature reserves (LNRs), local wildlife sites (LWS), ancient woodland (AW)	2	100	100

7.5.4 The critical load relates to the quantity of pollutant deposited from air to the ground, whereas the critical level refers to the gaseous concentration of a pollutant in the air. If pollutants exceed that threshold level, they may be considered to cause a significant harmful effect on the habitat. For the purposes of the ES, a precautionary approach was taken using a lower threshold of 4% of the relevant critical level or load was used for SSSIs.

7.5.5 The ES concludes that the results of the screening and detailed dispersion modelling predict that process contribution to ammonia concentration, nitrogen deposition and acid deposition are less than the relevant thresholds advised in EA guidance. No significant ammonia effects are therefore predicted on the designated nature conservation sites.

- 7.5.6 The EA raise no objection to the application. The process contribution of ammonia will not exceed the threshold of 100% in EA Environmental Permitting guidance. Natural England were also consulted. They have no objection to the proposed development in relation to national or international nature conservation designations.
- 7.5.7 Representations have been received from the Woodland Trust objecting to the development unless the applicant is able to demonstrate through atmospheric modelling of dispersal and deposition that any resulting increase to the levels of ammonia and nitrogen deposition will be insignificant (<1% of the critical level or load) at all ancient woodland sites. The Woodland Trust suggest that this may be difficult to achieve since the critical load for nitrogen deposition is already in exceedance for all ancient woodland sites in this area. They consider that the EA thresholds are out of alignment with the NPPF as their thresholds accept the fact that an individual development will result in the exceedance of critical levels and loads. The NPPF requires that there is no deterioration of irreplaceable habitats, including ancient woodlands, unless there are wholly exceptional reasons.
- 7.5.8 The EA Environmental Permitting requirements will require the applicant to follow best available techniques. Standard procedures with on site management include ventilation control, regular cleaning out of buildings to avoid build-up of waste and the avoidance of cleaning if the wind direction is facing nearby properties. In addition, the applicant states that the development will be using heat exchangers which is acknowledged as being an important feature which reduces ammonia emissions from livestock buildings.
- 7.5.9 The proposals have been assessed on worst case scenarios of ammonia emissions. A detailed modelling exercise was undertaken on request from officers to understand the ammonia levels when taking into consideration the use of heat exchangers which are stated to reduce levels by 35%. The results of this sensitivity test are set out in the table below (extract from information provided by the applicant):

**Table 3: Comparison Against the Environment Agency Thresholds – Sensitivity Test with 35% reduction in ammonia emissions**

Designated Site	Lower Threshold (%)	Upper Threshold (%)	Maximum Annual Mean Ammonia Concentration % of Critical Level	Maximum Annual Mean Nitrogen Deposition Rate % of Critical Load	Maximum Annual Acid Mean Deposition Rate % of Critical Load
Woodnook Valley SSSI	20	50	1.57	2.44	0.54
Kirton Wood SSSI*	20	50	0.64	-	-
Ponton Park Wood AW/LWS	100	100	9.31	43.52	1.80
Ponton Great Wood AW/LWS	100	100	1.86	4.34	0.36
Boothby Great Wood AW/LWS	100	100	1.92	8.95	0.37
Great Ponton Quarry Road Verge LWS	100	100	2.03	3.17	0.70
Pit Lane Road Verges LWS	100	100	2.19	3.41	0.75
Little Ponton Grassland LWS	100	100	1.22	1.91	0.42
River Witham, Little Ponton LWS	100	100	1.11	2.59	0.17
River Witham, Great Ponton to Easton Park LWS	100	100	1.91	4.46	0.29
Great Ponton Marsh LWS	100	100	1.62	3.78	0.25
Stoke Rochford Pumping Station LWS	100	100	0.69	0.81	0.23
Great Ponton A1 Road Verges LWS	100	100	0.80	1.25	0.27
Little Ponton Quarry LWS	100	100	1.11	1.72	0.38
Saltersford Valley LWS*	100	100	2.06	-	-
Great Ponton Railway Cutting SNCI	100	100	3.02	4.70	1.03
Great Ponton Marsh SNCI	100	100	0.85	1.33	0.29
Great Ponton BR Site SNCI	100	100	0.42	0.66	0.14

\* Based on guidance provided by the Environment Agency, where the strictest critical level of 1 µg/m<sup>3</sup> has been assumed rather than 3 µg/m<sup>3</sup>, nitrogen and acid deposition does not normally need to be considered as the critical level will provide sufficient protection in relation to the effects of deposition (Air Quality Modelling and Assessment Unit, 2010).

7.5.10 The sensitivity test results show ammonia impacts are reduced when account is taken of the installation of air heat exchangers. At the closest ancient woodland site, Ponton Park Wood, the highest predicted process contribution to nitrogen deposition rate is 43.52% of the relevant critical load at the closest point of the woodland, which is considerably below the Environment Agency threshold of 100%. Ammonia effects at the designated sites are therefore assessed by the applicant as not significant.

7.5.11 When first consulted, the Wildlife Trust expressed concerns regarding ammonia emissions however following the sensitivity test done above they provided revised comment and stated that in light of the significant modelled effect of proposed mitigation given by the updated Statement they would revise their position to that of a holding objection. If permission was to be given they have requested that in addition to the existing heating, ventilation and waste management measures proposed maximum effort would be undertaken pursuant to conditions to establish the most effective tree shelterbelt.

7.5.12 The Wildlife Trust had asked that the opportunity to relocate the ammonia sources in a more central/south-west location within the site so as to enable a tree belt to encircle them as completely as possible was explored by the applicant. The council officer responded pointing out that the applicant is also proposing two 10m wide tree belts located to the east and west of the poultry sheds which will be actively managed for the whole life of the

development and would also assist in the reduction of ammonia emissions. The Wildlife Trust still however maintain their holding objection.

7.5.13 The ES states that ammonia discharge from the development and its effects are acceptable in planning terms. It is considered that the combination of mitigation measures and best practice methods will be sufficient to ensure that the impact of ammonia on nearby ancient woodland is mitigated to a level that complies with EA Environmental Permitting standards. As with other proposed mitigation measures, a condition will be recommended to ensure these mitigation measures are followed during the construction of the development. In weighing up the suggestion that the poultry sheds are moved to a different part of the site to allow scope for additional tree planting to provide additional ammonia mitigation against the need to ensure that the buildings are situated in a location that minimises their visual impact; it is considered that the proposed location provides an acceptable compromise between the two competing interests.

7.5.14 The proposal is therefore considered to be in accordance with Core Strategy policy EN1 and paragraph 175 of the NPPF.

## 7.6 Highway Safety

7.6.1 Policy EN1 of the adopted CS states that development proposals will be assessed in relation to (amongst other criteria) the layout and scale of buildings and designed spaces. CS policy SP3 read together with the NPPF require safe and suitable access to the site, and adequate parking. The NPPF is very clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.6.2 Policy ID2 (Transport and Strategic Transport Infrastructure) of the Council's submission draft Local Plan, broadly corresponds with the above. The submission draft Local Plan has recently been through the process of examination and the inspector has not requested any modification to the relevant part of this policy. Therefore, in accordance with NPPF paragraph 48 limited weight can now be given to this policy as a material consideration.

7.6.3 Paragraph 109 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.6.4 Following first consultation, although Lincolnshire County Council (LCC) highways did not object it was apparent from the representations received from members of the public as well as the public meeting that was held that the proposed HGV (heavy goods vehicles) and non-HGV routes to and from the site were concerning. The applicant amended the ES as well as providing a standalone Traffic Management Plan (TMP) which details revised routes to site, namely confirming the avoidance of traffic going through Great Ponton and HGV's avoiding Grantham as a whole until the Grantham Southern Relief Road is constructed. This additional information formed the basis for a second public consultation exercise where further concerns were raised about size of vehicles with regards the railway bridge at Ancaster as well as the continued concern regarding vehicles of any size going through Great Ponton. This concern was echoed by LCC Highways in their consultation response. As such the applicant provided a further response to these

issues raised confirming that the size of the vehicles would not preclude using this route as this bridge is not on the proposed HGV route. Further clarification was also provided with regards accident and safety data. Furthermore, a passing bay on the proposed access point will avoid the need for vehicles to wait on the B6403 High Dike.

- 7.6.5 In summary, during construction and operational phase, the operators propose that all vehicles will require to adhere to the submitted Traffic Management Plan. The general traffic assignment principle is that the traffic will travel to and from Anwick, Sleaford and once Phase 3 of the Grantham Relief Road is completed and operational, chicks could also be collected and sent to the poultry facility at Ashbourne, Derbyshire by HGV's via the A1. Box vans such as Ford Transit type vehicles will use the route which is detailed in the submitted TMP. The TMP states that under no circumstances will any construction or operational traffic will travel through Great Ponton or Grantham. When the relief road is built that may be used until then alternative routes as shown on the submitted details will be used.
- 7.6.6 The proposed new access arrangements from the site onto High Dike are considered to be acceptable in relation to highway safety as the necessary visibility splays can be achieved and there will be passing bays on the access road to ensure the safe entry / exit of HGVs at the site entrance. Conditions have been recommended by LCC Highways on a number of matters including the requirement for a Construction Management Plan (CMP) to be submitted and agreed in writing.
- 7.6.7 It is considered that, in line with paragraph 109 of the NPPF and subject to those conditions recommended by DCC Highways, the net impact of the development on highway safety would not be unacceptable and the residual cumulative impacts on the road network would not be severe.

## 7.7 **Flood Risk and Drainage**

- 7.7.1 Policy EN2 of the CS states that planning permission will not normally be granted, nor sites allocated for development, in areas identified in the South Kesteven Strategic Flood Risk Assessment (SFRA) as at risk of flooding from any source.
- 7.7.2 This is echoed in the NPPF and paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.
- 7.7.3 Paragraph 163 of the NPPF states that when determining planning applications local authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site specific flood risk assessment.
- 7.7.4 The site is located in flood zone 1 (low risk), however, a flood risk assessment (FRA) has been provided due to the size of the proposal which is essentially encompassed within chapter 9 of the ES which covers all flooding and drainage matters as well as any suggested mitigation measures.
- 7.7.5 A number of representations were received expressing concern about the possibility of pollution from the development into surrounding watercourses. The applicant has

proposed a number of measures to ensure no pollution of watercourse occurs during construction. During the operational phase the measures undertaken by the applicant are vast and include an onsite drainage network and a sealed 'dirty water' containment system. A drainage strategy has been developed for the proposed development so that surface and foul water would be conveyed from the site in an appropriate manner as outlined in the ES and in the FRA.

- 7.7.6 LCC Highways and Flood team have no objections to the proposal and have suggested a number of conditions on a construction management plan to ensure suitable drainage during the construction period and a surface water drainage scheme to ensure suitable drainage during operation. Such details will require approval from the council in writing.
- 7.7.7 The EA were also consulted and had no objection to the proposed development. They considered the use of a cesspit for foul water discharge from the onsite dwelling to be the least sustainable option and have suggested a condition to request details of a scheme to ensure more a more suitable exploration of alternatives. The remainder of the response is recommended to be provided as an informative for the application as it provides information about when various EA permits are required.
- 7.7.8 When assessed against policy EN2 of the CS and paragraph 155 of the NPPF it is considered that the proposed development could be accommodated, subject to conditions, without any negative impact on flood risk.

## 7.8 **Impacts on Biodiversity**

- 7.8.1 Paragraph 170 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by (amongst other criteria): "minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures."
- 7.8.2 With regards designated Sites there are two SSSI are located within a 5 km radius of the site. Fourteen non-statutory LWS designations, three Sites of Nature Conservation Interest (SNCI) designations and one Local Geological Site (LGS) designation are situated within a 2 km radius of the site. The LGS has not been considered further as it is not designated for nature conservation. The extended phase 1 identified a number of habitats including arable, dense scrub, species rich hedgerows with trees, species poor hedgerows with trees and tall ruderal. The impact of the proposed development on a number of species was then considered and listed accordingly including protected species such as bats and badgers.
- 7.8.3 The ES provides details regarding the impact of the development on any ecological and biodiversity features. The main impacts of the development on the identified ecological assets are during the construction period. In particular, risks of watercourse pollution and a number of species were identified, and mitigation proposed including:
- Pollution prevention measures as detailed under the Water Resources and Flood Risk topic

- Measures during construction to avoid any harm to animals when the site is unattended
- No night time work
- Hedge removal outside of bird nesting season

7.8.4 Following construction, the proposed mitigation and enhancement measures which will allow a biodiversity net gain on the site include:

- Planting of hazel and common hawthorn to add diversity to the hedgerows.
- Installation of four bird boxes to compensate for the possible loss and disturbance of bird nesting opportunity.
- Six bat boxes to be installed on the trees within the hedgerows to enhance the site for bats
- Design of a sensitive lighting scheme to avoid impacts on foraging and commuting bats.
- A 5 mph speed restriction is recommended on site at all times.

7.8.5 Natural England were consulted as part of the consultation process. They have no objection to the proposed development subject to appropriate mitigation being secured, specifically on the level of nitrogen and ammonia released during the operational phase of the development which is discussed elsewhere in the report.

7.8.6 The Wildlife Trust were also consulted and stated that with regard to assessed ecological impact and proposed mitigation, they support retention of existing boundary hedgerows and their enhancement with additional, appropriate native species together with an establishment of continuous tall ruderal field margins. They are also supportive of the proposed renewable energy generation on site as described as well as the measures proposed to be incorporated into the Construction Environmental Management Plan.

7.8.7 Subject to suitable recommended planning conditions, the potential to provide biodiversity net gain on the site, in line with paragraph 170 of the NPPF, makes it acceptable in terms of contributing to the natural and local environment and in compliance with Core Strategy policy EN1.

## 7.9 **Archaeology**

7.9.1 Core Strategy policy EN1 requires development to be assessed against certain criteria including historic assets in order to assess the potential for conservation, enhancement or restoration. Paragraph 189 of the NPPF states that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

7.9.2 During the scoping exercise a desk study did not identify the potential for significant effects on cultural heritage assets, including archaeology. As such it did not form part of the submitted ES and overall EIA assessment. Despite this, during consultation a response was received from Heritage Lincolnshire stating that it was considered that the site offered the potential for archaeological remains to be present based on the extent and

type of remains recorded in the vicinity. As such insufficient information had been made available to make any reliable observation regarding the impact of this development upon any archaeological remains. Following this the applicant provided a geophysical survey and report which was forwarded to Heritage Lincolnshire for their comments. Following the receipt of this it was recommended that, via a suitably worded planning condition, that archaeological trial trenching is carried out prior to any development work commencing on site to determine the presence and character of any archaeological remains.

7.9.3 When assessed against Core Strategy policy EN1 and paragraph 189 of the NPPF it is considered that the proposed development could be accommodated, subject to conditions, without any negative impact on archaeology.

## 7.10 Minerals and Waste

7.10.1 The application site is located in a mineral safeguarding area. Paragraph 204 of the NPPF sets out (amongst other criteria) that planning policies should safeguard mineral resources by defining Mineral Safeguarding Areas; and adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided (whilst not creating a presumption that the resources defined will be worked).

7.10.2 LCC Waste and Minerals were consulted and state that the proposed development is subject to Policy M11 (Safeguarding of Mineral Resources) of the Lincolnshire Minerals and Waste Local Plan (Core Strategy and Development Management Policies) adopted June 2016.

7.10.3 Within a minerals safeguarding area, except for the exemptions set out in Policy M11, applications for non-minerals development should be accompanied by a Minerals Assessment prepared in accordance with the latest guidance from the British Geological Survey (currently set out in Mineral Safeguarding in England: Good Practice Advice, reference OR/11/046).

7.10.4 Where mineral resources would be sterilised by a proposal, Policy M11 sets out the tests that need to be met in order to enable planning permission to be granted.

7.10.5 Following a rebuttal from the applicant it was stated that the proposed development will not sterilise the site of ever being worked for minerals given the agricultural use of the site and the fact that there is an existing supply and source of aggregate in Lincolnshire given the presence of the nearby quarries which are currently being worked. Furthermore, the mineral on the application site is a low quality mineral and the life span of the Poultry Unit is not like a permanent residential use of the site which would otherwise have the potential to sterilise the site.

7.10.6 When assessed against the Minerals and Waste Local Plan policy M11 and paragraph 204 of the NPPF it is considered that the proposed development could be accommodated, subject to conditions, without any negative impact on minerals assets.

## 8 Crime and Disorder

8.1 It is considered that the proposal would not result in any significant crime and disorder implications.

## **9 Human Rights Implications**

9.1 Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation.

9.2 It is considered that no relevant Article of that act will be breached.

## **10 Conclusion**

10.1 The principle of the proposed development is acceptable in light of policy SP1 of the Core Strategy, policy SAP4 of the SAP DPD and policy E6 of the emerging Local Plan.

10.2 In addition, the more detailed material effects of the development in relation to the impact on landscape, residential amenity, ancient woodlands, highways, archaeology, biodiversity, flood risk and drainage and minerals and waste have been assessed in terms of their environmental impact and against planning policy. It is a requirement of the EIA Regulations that an ES be prepared to describe the likely significant effects of a proposed development on the environment. In the case of this development no significant or interactive environmental effects are predicted.

10.3 It is concluded that the proposed development is acceptable subject to the proposed mitigation and suggested conditions. Paragraph 11 of the NPPF states that development proposals that accord with an up to date development plan should be approved without delay.

**RECOMMENDATION: that the development is Approved subject to the following conditions**

### **Time Limit for Commencement**

1 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

## Approved Plans

- 2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:

Drawing RAILWAY FARM SITE LOCATION PLAN, received 12th February 2019  
Drawing ref CG-B-BP BUNGALOW BLOCK PLAN, received 12th February 2019  
Drawing ref CG-B-LP LOCATION PLAN BUNGALOW, received 12th February 2019  
Drawing ref CG-BB BIOMASS BUILDING PLAN, received 12th February 2019  
Drawing ref CG-BG-PE BUNGALOW FLOOR & ELEVATION PLAN, received 12th February 2019  
Drawing ref CG-CRW CONTROL ROOM WALLS PLAN, received 12th February 2019  
Drawing ref CG-DWD DWARF WALL DETAILS PLAN, received 12th February 2019  
Drawing ref CG-EPL EQUIPMENT PURLIN LAYOUT PLAN, received 12th February 2019  
Drawing ref CG-FB FEED BINS PLAN, received 12th February 2019  
Drawing ref CG-GAHE- GSHP AIR HEAT EXCHANGERS PLAN, received 12th February 2019  
Drawing ref CG-GEFC GABLE ELEVATIONS - FULL PLAN, received 12th February 2019  
Drawing ref CG-GEN GENERATOR PLAN, received 12th February 2019  
Drawing ref CG-GP-PE - GP ELEVATIONS PLAN, received 12th February 2019  
Drawing ref CG-GTD GAS TANK DETAILS PLAN, received 12th February 2019  
Drawing ref CG-PH PUMP HOUSE PLAN, received 12th February 2019  
Drawing ref CG-SB STORAGE BARN ELEVATION PLAN, received 12th February 2019  
Drawing ref CG-SBS SOIL BUND PLAN, received 12th February 2019  
Drawing ref CG-SP REV A SITE PLAN, received 12th February 2019  
Drawing ref CG-SP REV A1 SITE PLAN, received 12th February 2019  
Drawing ref CG-SS SITE SECTIONS PLAN, received 12th February 2019  
Drawing ref CG-WT WATER TANK PLAN, received 12th February 2019

Unless otherwise required by another condition of this permission.

Reason: To define the permission and for the avoidance of doubt.

## Before the Development is Commenced

- 3 Before the development hereby permitted is commenced, plans showing the existing and proposed land levels of the site including [site sections, spot heights, contours and the finished floor levels of all buildings] with reference to [neighbouring properties/an off-site datum point] shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the area and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 4 Before the development hereby permitted is commenced, a written scheme of archaeological investigation shall have been submitted to and approved in writing by the Local Planning Authority. This shall include a scheme for trial trenching.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and Paragraph 199 of the NPPF.

- 5 The archaeological investigations shall also have been completed in accordance with the approved details before development commences.

Reason: In order to provide a reasonable opportunity to record the history of the site and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and Paragraph 199 of the NPPF.

- 6 No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority, which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development. The Construction Management Plan and Method Statement shall include:

- The parking of site operatives and visitors
- Loading, unloading and storage of plant and materials
- Wheel washing facilities
- The routes of construction traffic to and from the site
- Strategy stating how surface water run-off from the development will be managed during construction and protection measures for any sustainable drainage features.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of the permitted development during construction. To ensure that suitable traffic routes are agreed.

### **During Building Works**

- 7 Details of the proposed odour mitigation measures as summarised in Chapter 12 of the submitted Environmental Statement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory odour mitigation measures are implemented as identified in the submitted planning documents and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and paragraph 127 of the National Planning Policy Framework.

- 8 Details of the proposed ammonia mitigation measures as summarised in Chapter 12 of the submitted Environmental Statement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory ammonia mitigation measures are implemented as identified in the submitted planning documents and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and paragraph 175 of the National Planning Policy Framework.

- 9 Before installation of any external lighting, final details of the position, type, external appearance and lux levels shall have been submitted to and approved in writing by the local planning authority.

Reason: To ensure that neighbours' residential amenity is adequately protected in accordance with Core Strategy Policy EN1.

- 10 Before any construction work above ground is commenced, details of hard landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- i. proposed finished levels and contours;
- ii. boundary treatments;
- iii. footway to adopted highway;
- iv. other vehicle and pedestrian access and circulation areas;
- v. hard surfacing materials;
- vi. cycle storage facilities;
- vii. proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);

Reason: Hard landscaping makes an important contribution to the development and its assimilation with its surroundings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 11 Before the works to provide the boundary treatments hereby permitted are commenced, a plan indicating the heights, positions, design, materials and type of boundary treatment to be erected shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed dwellings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 12 Before any construction work above ground is commenced, details of any soft landscaping works shall have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- i. planting plans;
- ii. written specifications (including cultivation and other operations associated with plant and grass establishment);
- iii. schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 13 Before the development hereby permitted is commenced, a scheme for the treatment of foul water drainage shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory foul water drainage is provided in accordance with Policy EN2 of the adopted South Kesteven Core Strategy (July 2010).

- 14 The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority. The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100-year critical storm event, with an allowance for climate change, from all hard-surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to 8.2 litres per second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development.

- 15 Details of the proposed ecology and biodiversity enhancement and mitigation measures as summarised in Chapter 12 of the submitted Environmental Statement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory biodiversity enhancement and mitigation measures are implemented as identified in the submitted planning documents and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and paragraph 170 of the National Planning Policy Framework.

### **Before the Development is Occupied**

- 16 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the ammonia mitigation measures shall have been completed in accordance with the approved scheme.

Reason: To provide satisfactory and maintained levels of ammonia for the protection of nearby ancient woodland and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and paragraph 175 of the National Planning Policy Framework.

- 17 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the ecology and biodiversity enhancement and mitigation measures shall have been completed in accordance with the approved scheme.

Reason: To provide satisfactory biodiversity net gain and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and paragraph 170 of the National Planning Policy Framework.

- 18 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the odour mitigation measures shall have been completed in accordance with the approved scheme.

Reason: To provide satisfactory and maintained levels of residential amenity and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010) and paragraph 127 of the National Planning Policy Framework.

- 19 Before any building/dwelling hereby permitted is occupied/brought into use, the finished floor levels for that building shall have been constructed in accordance with the approved land levels details.

Reason: In the interests of the visual amenities of the area and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 20 Before any part of the development hereby permitted is occupied/brought into use, the external surfaces shall have been completed in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 21 Before any part of the development hereby permitted is occupied/brought into use, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed dwellings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

### **Ongoing Conditions**

- 22 Before the end of the first planting/seeding season following the occupation/first use of any part of the development hereby permitted, all soft landscape works shall have been carried out in accordance with the approved soft landscaping details.

Reason: Soft landscaping and tree planting make an important contribution to the development and its assimilation with its surroundings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

### **Standard Note(s) to Applicant:**


















- 1 The Applicant's attention is brought to the consultation response from the Environment Agency dated 17th June 2019 and in particular the information regarding the need for an Environmental Permit.
- 2 The permitted development requires the formation of a new/amended vehicular access. Applicants should note the provisions of Section 184 of the Highways Act 1980. The works should be constructed to the satisfaction of the Highway Authority in accordance with the Authority's specification that is current at the time of construction. For further information, please telephone 01522 782070.

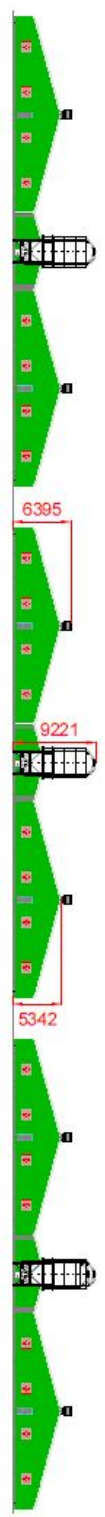
Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.

**Financial Implications reviewed by: Not applicable**

**Legal Implications reviewed by: Not applicable**



-  Biomass building
-  Storage barn 18.29x12.19m
-  GP Block - 14x6m
-  Water tank - 6x6m
-  Pump house - 4x4m
-  Switch room - 3x3m
-  Generator - 8x4m
-  Gas tanks - min 7.5m clear
-  Gate
-  Wheel wash
-  Concrete - apron
-  Silo - 4x4m
-  GSHP - 1150KW
-  Air heat exchangers
-  Pole mounted transformer
-  Overhead cables
-  Soil bund



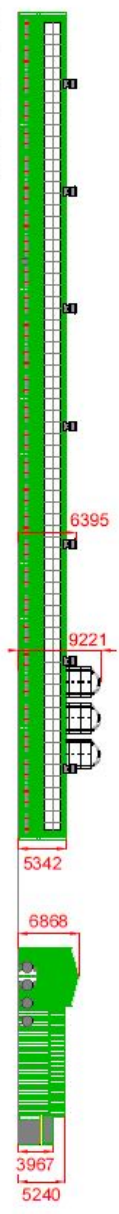
Section A-A' - 1:250



Section B-B' - 1:250



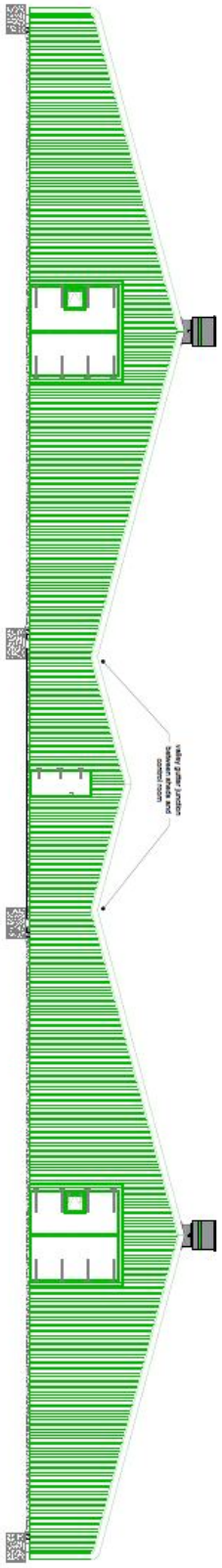
Section C-C' - 1:250



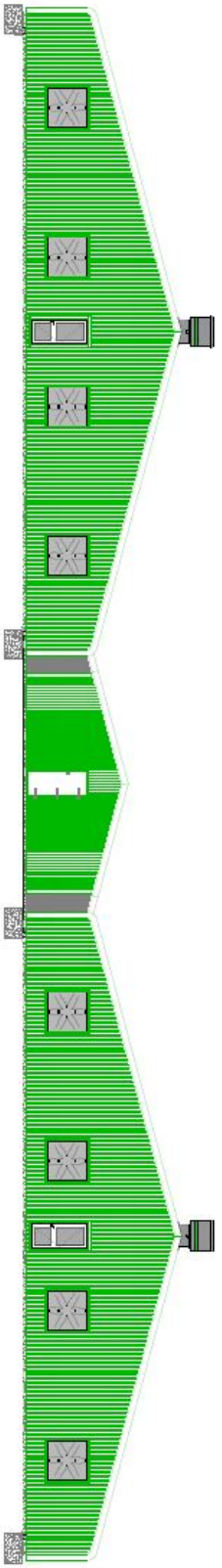
Section D-D' - 1:250



Site plan - 1:750



Front full gable elevation



Rear full gable elevation